

**IN THE SPECIFICATION:**

*ar* Page 1, after the title, insert the heading "Background of the Invention".

*ar* Page 1, after line 34, insert the heading "Summary of the Invention".

Page 1, the paragraph beginning on line 35 has been amended as follows:

*A3*  
In accordance with a first aspect of the invention, this object generally is attained by means of the a windup window shade having for regulating the entry of light through a motor vehicle window, for example, a rear window mounted directly in the vehicle body or in a rear door, into the interior of a motor vehicle, having: at least one windup shaft; seating means, in which the windup shaft is rotatably seated; connecting means for connecting the seating means with each other, with the seating means and/or the connecting means being arranged to be attached to the motor vehicle; at least one window shade web that is connected to the windup shaft with one edge; at least one pair of guide means, each one of which is laterally spaced from and extends next to the side of the extended window shade web, and each of which contains at least one guide groove; a traction rod that is connected with an edge of the window shade web remote from the windup shaft and whose ends are guided in the guide grooves; and, a drive mechanism for moving the traction rod along the guide means, e.g. rails, and for driving the windup shaft.

The above object generally is attained according to a second aspect of the invention by the characteristics of claim 1, or the a vehicle body, or the door for a motor vehicle, having the characteristics of claim 32 at least one window opening that has a circumferential window edge, and a window shade web with at least the following parts: a windup shaft that is rotatably seated in seating means; at least one window shade web that is connected to the

*AB*

windup shaft with one edge; at least one pair of guide rails, each of which extends laterally next to the extended window shade web and each of which contains at least one guide groove, and with the guide rails being provided at least in sections at or next to the window edge; a traction rod that is connected with an edge of the window shade web remote from the windup shaft and whose ends are guided in the guide grooves; and, drive mechanism for moving the traction rod along the guide rails and for driving the windup shaft.

The paragraphs beginning on Page 4, line 30 and ending on Page 5, line 29 have been amended as follows:

*AM*

Further embodiments of the invention are inter alia subject of dependent claims disclosed. It is intended here that also those combinations of characteristics are considered to be claimed and within the scope of the invention, for which there is no explicit exemplary embodiments. For example, although the invention is described below with regard to a rear window of a vehicle, the invention is additionally applicable for use with a vehicle door. According to the term vehicle body as used here, is understood to include the doors.

*AS*

Exemplary embodiments of the subject of the invention are represented in the drawings. Shown are in:

*Ab*

#### Brief Description of the Drawings

*A M*

Fig. 1, illustrates a passenger car in a rear view, showing an extended rear windup window shade in accordance with the invention in the extended state;

Fig. 2, shows the basic structure of the rear windup window shade in accordance with Fig. 1 in a view from above;

Fig. 3, shows the guide rail of the rear windup window shade in accordance with Fig. 1 in

a cross-sectional view,

Fig. 4, shows the cooperation of the individual parts and the drive mechanism of the rear windup window shade in accordance with Fig. 1 in a simple schematic representation,

Fig. 5, shows the pre-assembled unit, consisting of the windup shaft, seating brackets, window shade web and traction rod, in a broken-off schematic view, wherein the guide rail is intended to be pushed together,

Fig. 6, shows the pre-assembled unit, consisting of the windup shaft, seating brackets, window shade web and traction rod, in a broken-off schematic view, wherein the guide rail is provided with a hinge,

Fig. 7, shows the pre-assembled unit, consisting of the windup shaft, seating brackets, window shade web and traction rod, in a broken-off schematic view, wherein the guide rail is provided with a predetermined bending point,

Fig. 8, shows the pre-assembled unit, consisting of the windup shaft, seating brackets, window shade web and traction rod, in a broken-off schematic view, wherein a portion of the guide rail is formed in a portion of the interior liner,

Figs. 9 to 13, show various connections between the guide rail and the vehicle body, and

Fig. 14, shows the pre-assembled unit, consisting of the windup shaft, seating brackets, window shade web and traction rod, in a broken-off schematic view, representing the assembly on the window flange.

#### Detailed Description of the Invention

Page 6, the paragraph beginning on line 5 has been amended as follows:

A rear window shelf 11 is located in the interior of the passenger car 1 in front of the

*a9*  
rear window pane 9, which extends between the lower window edge 8 and the backrest of a rear seat, not visible in the drawing. A straight outlet slit 12<sup>10</sup> extends in the rear window shelf 11.

Page 6, the paragraph beginning on line 10 has been amended as follows:

*a10*  
The outlet slit 12<sup>10</sup> is a part of a rear windup window shade 12<sup>10</sup>, whose basic structure is shown, greatly schematized, in a view from above in Fig. 2.

Page 7, the paragraph beginning on line 22 has been amended as follows:

*a11*  
A window shade web 26, whose shape is a trapezoidal approximation of the contour of the rear window opening<sup>6</sup>, is fastened with one edge on the windup shaft 23. The edge remote from the windup shaft 23 is formed into a hose-shaped loop 27, in which a traction rod 28 is seated.

Page 7, the paragraph beginning at line 35 has been amended as follows:

*a12*  
The end pieces or guide members 29 and 30 have an L-shape and are composed of an arm 32 and a guide element 33. The arm 32 has a cross section of such a shape that it is longitudinally displaceable, greatly free of play, in the interior of said tube. At 34, its An outer end 34 makes a transition into the guide element 33, whose cross section is matched to the circular part of the guide groove 21, while the width of the arm 32 corresponds to the width of the slit 22.

Page 8, the paragraph beginning at line 16 has been amended as follows:

*a13*  
A gear motor 36 is a part of the drive mechanism 35, which is composed of a permanently excited d.c. (direct current) motor 37 and a gear housing 38. Two guide channels 39 and 41 are contained parallel to each other in the gear housing 38, between which

*A13*

an output gear wheel 43 is provided on an output shaft 42. The output gear wheel 43 can be selectively put into motion in both directions of rotation by means of the output shaft 42, which is connected with it fixed against relative rotation.

Page 8, the paragraph beginning on line 35 has been amended as follows:

*A14*

The two thrust members 46 and 47 are identically constructed. Each consists of an elastically flexible cylindrical core 48, which has one or several ribs 49 on its exterior, which form a single- or multi-start screw thread. The ribs 49 protrude radially and run helically over the cylindrical core 48 from one end of the thrust member to the other end. The output gear wheel 43 has teeth which can enter between the grooves formed by the ribs 49. In this way the output gear wheel 43 is interlockingly coupled with the thrust members 46 and 47.

Page 9, the paragraph beginning on line 11 has been amended as follows:

*A15*

In the position of rest, the windup shaft 23 has been rotated by the action of the spring drive 25 into a position in which the window shade web 26 is wound up. In this position the hose-like shaped loop 27 is located in the outlet slit ++10. The guide membersend pieces 29, 30 are located in the vicinity of the lower ends of the two guide rails 13.

Page 9, the paragraph beginning on line 19 has been amended as follows:

*A16*

If, starting from this position of the rear windup window shade ++12, in which the entry of light into the vehicle interior is not hampered at all, the user would like to create a shading effect, he would extend the window shade web 26. The window shade web 26 reduces the entry of light, but without stopping it completely. For this purpose the window shade web 26 is made, for example, of an open chain weave, or a perforated plastic foil, which is colored black.

Page 10, the paragraph beginning on line 4 has been amended as follows:

Since the distance between the guide rails 13 changes, the legsarms 32 of the guide members 29, 30 simultaneously dip telescope-like into the dimensionally stable tube of the traction rod contained in the respective loop 27.

Page 10, the paragraph beginning on line 19 has been amended as follows:

For retraction, the gear motor 36 is started in the opposite direction of rotation, so that the two guidethrust members 46 and 47 are moved downward out of the associated guide rails 13. The traction rod simultaneously moves downward, because the window shade web 26 is constantly kept under tension by the action of the spring drive 25 of the windup shaft 23.

Page 10, the paragraph beginning on line 28 has been amended as follows:

After the basic principle of the windup window shade 12 has been explained so far, aspects in accordance with the invention will be described by means of the following drawing figures, which make it possible to mount the windup window shade 12 in a simple manner at the assembly line for the motor vehicle or passenger car 1. Here, only portions of the windup window shade 12 are shown for explaining the details in accordance with the invention, namely those portions which are important for understanding the invention.

Page 11, the paragraph beginning on line 12 has been amended as follows:

In the exemplary embodiment of Fig. 5, the guide rail 13 is composed of a first section 66 and a second section 67. The section 66 is fastened, for example by gluing or the like, in the angle area between the leg 65 and the seating leg 63 of the seatingfastening leg or element 61. The length of the section 66 has been selected to be such that with the windup window shade 12 completely retracted, the free edge, or the free end of the section 66 projects past the

A20

guide members 29, or 30, viewed in the direction of movement during the extension.

Page 11, the paragraph beginning on line 32 has been amended as follows:

The guide tubes 44 and 45 each make a transition in one piece into the respective first sections 60 of guide rails 13elements 66, as can be seen in Fig. 5. Thus, the guide tubes 44 and 45 respectively consist of a piece of profiled tubing, which has an interior profile in accordance with Fig. 3, wherein the lateral flange 18 is possibly missing.

A21

Page 12, the paragraph beginning on line 3 has been amended as follows:

As can be easily seen, the arrangement in accordance with Fig. 5 constitutes a unit which can be preassembled by the manufacturer of the windup window shade. The unit is composed of the seating brackets 24, which are connected rigidly and essentially immovably with each other by the frame tubing 68. The windup shaft 23 is rotatably seated between the two seating brackets 24, wherein the spring drive 25 is additionally supported, fixed against relative rotation, on one of the seating flanges 63. The end pieces 29, 30 of the traction rod have already been inserted or threaded into the piecefirst section 66 in the guide rail 13. The arms 32 of the guide members 29, 30 are pulled toward an edge of the seating leg 63 with the aid of the spring drive 25. The preassembled thrust members 46 and 47 are located in the further extent of the guide rail 13, which is constituted by the guide tube 44, or 45, and the gear motor 36 is preassembled on the frame tubing 68.

A22

Page 13, the paragraphs beginning on line 9 and ending on line 23 have been amended as follows:

A23

Initially the component in accordance with Fig. 6 is prepared in a manner similar to the component in accordance with Fig. 5.. Then, in conclusion, the section 67 of the guide

*G23*

rail 13 is mounted or hinged onto the component, for example in that the hinge bolt 72 is rotatably riveted to the bracket 69. It is now possible to deliver a component to the assembly line in which the guide rails 13 are already completely contained.

*A24*

In the delivery state, the sections 67 of the guide rail 13 are folded in and extend parallel with the already threaded-in traction rod. After attachment to the vehicle body, for example by attaching the fastening flangeleg 61 by means of screws or rivets, for which purpose it contains the bore 62, for example, the sections 67 are pivoted out of the position parallel with the windup shaft 23 into the position of use and fastened in the vehicle.

Page 14, the paragraph beginning on line 21 has been amended as follows:

*O25*

Fig. 9 shows, in a greatly schematized way, how the guide rail 13 is connected with the body of the passenger car 1. A sectional view through the vehicle body of the motor vehicle 1 is represented in Fig. 9, namely a horizontal section, for example through the C-column 4. As can be seen, the C-column 4 is composed of two shaped sheet metal elements, an outer shaped sheet metal element 76 and an inner shaped sheet metal element 77. Since in connection with the invention only the area directly adjoining the rear window opening 6 is of interest, only this is schematically represented. The outer shaped sheet metal element 76 forms a fold 78 at the rear window opening 6, which terminates in a sheet metal flange 79. The inner shaped sheet metal element 77 is also provided with a fold 7980 terminating in a flange 81. The two flanges 79 and 81 are straight flanges in the sense that their generatrix is a straight line extending at right angles to the edge and located in the plane of the rear window opening 6.

✓

Page 15, the paragraphs beginning on line 6 and ending on line 21 have been amended  
as follows

*A 26*

The groove 21 is located inside the fold 80. The portion of the guide rail 13 extending on the side of the rear window opening 6 is fastened by means of the flange 18 on the surface of the inner shaped sheet metal element 77 pointing toward the vehicle interior next to the fold 80. Fastening takes place, for example, by means of screws or rivets, as schematically indicated at 83. The screws or rivets 83 pass through bores in the flange 18 and the shaped sheet metal element 77.

*A 27*

It is understood that, at the lower edge, i.e. in the area of the lower window edge 8, the guide rail 13 slowly moves away from the flange 81 and leads away in the direction toward the seating brackets 24. The components as represented in Figs. 5 and 8, are arranged, at least with the inclusion of the section 66 of the guide rail 13, below the rear window shelf 9, so that the guide rails 13 must of course move away from the fold 8+80 in this area.

Page 15, the paragraph beginning on line 34 has been amended as follows:

*A 28*

Fig. 10 shows a connection wherein the flange 18 of the guide rail 13 is inserted between the flange 78/9 and the window pane 9. To this end the flange 18 is laterally offset, as shown, and terminates tangentially in the cross sectional area of the guide rail 13 in which the groove 21 is contained.

Page 16, the paragraphs beginning on line 10 and ending on line 23 have been amended as follows:

*A 29*

In the embodiment in accordance with Fig. 10 the inner edge of the window is directly constituted by the side walls 15, 16 of the guide rail 13.

*A30*

In Fig. 11, the flange 18 is not a straight strip bordered by two surfaces which are parallel to each other, instead the flange 18 is angled and is formed, for example, on the surfacewall 15. By means of this a further groove 85 is created, which extends over the length of the guide rail 13 at least over the height of the window 9. The groove 85 is of such a size that it can receive a crimped leg 86 of the inner flange 81 of the inner shaped sheet metal element 77. For this purpose the flange 81 is crimped at its free edge pointing toward the center of the window opening 6 in order to form a leg, which is distance~~s~~spaced from the flange 78/9, on which the guide rail 13 can be pushed withvia the groove 85.

*A31*

Page 17, the paragraphs beginning on line 14 and ending on line 30 have been amended as follows:

Moreover, Figs. 9 to 13 easily show that the windup window shade 12 can be mounted before the window pane 9 is glued in. For this purpose the windup window shade 12 is placed on the window opening from the outside and the guide rails 13 are connected from the outside with the flanges 79 and/or 81. Here the assembly can be even more simplified if, as shown in Fig. 14, the flange 65 of the seating bracket 24 is used as a mounting flangeleg at the same time by having been extended for an appropriate length. In this case it is glued from the outside on the outside of the flange 79.

*A32*

A windup window shade comprises a preassembled unit, consisting at least of the windup shaft, the associated seating elementsbrackets and a frame tubing connecting the seating elementsbrackets. In addition, the electric drive motor and guide tubes for guiding thrust members for actuating the windup window shade are part of the preassembled component. The windup window shade is connected with a traction rod, whose endsend pieces are guided

a32

| in the guide rails-elements, which are also a part of the component.

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**IN THE DRAWINGS:**

Please amend Figs. 1-3, 10 and 12 as indicated in red on the attached copies thereof.